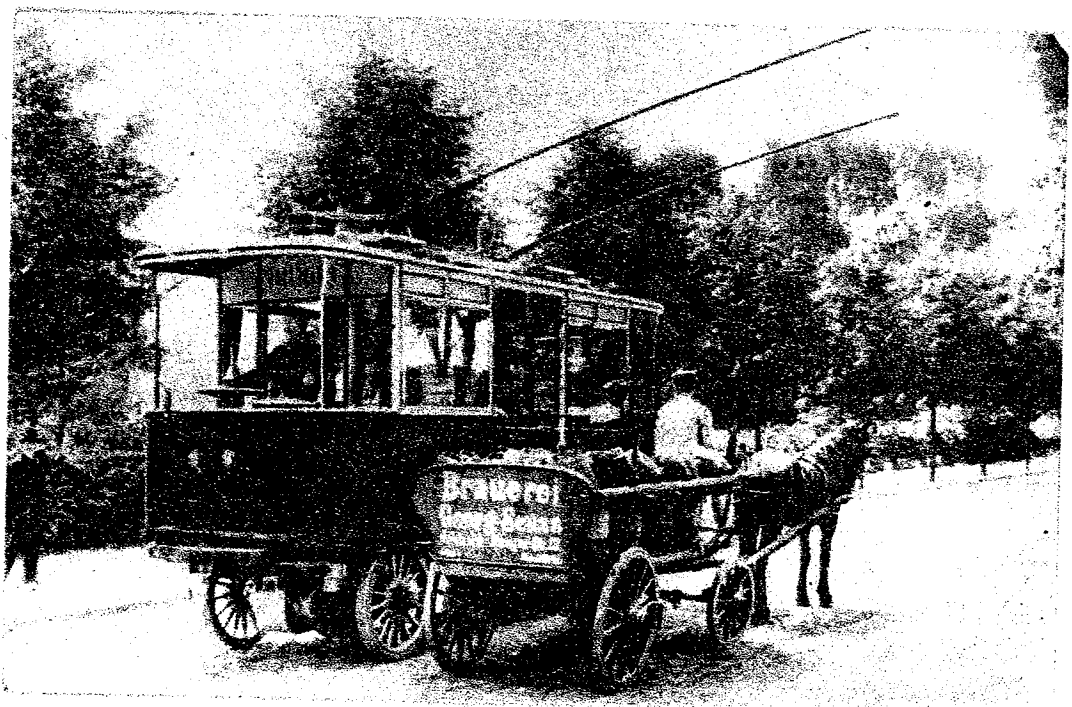
RECORD SHEFFIELD NEWS
IN VEHICLE RECORD BOOK

M&T NEWS



Early 1903 trolleybus in Germany.This picture appeared in the Bradford Telegraph Feb.1910 to give the citizens an idea of what a trolleybus looked like. (H.Brearley

The Monthly Magazine of . . .

SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

M. & T. NEWS

October 1968 No.47

Secretary : D.E.Vickers,144,Steade Road,Sheffield,S7 1DU
Treasurer : M.Q.Craig,35,Norton Park View,Norton,Sheffield S8 8GS
Editor : R.Banks,17,Ulley Crescent,Sheffield,S13 8BA

SOCIETY NEWS.

I have been told that this page is becoming a 'page of grumbles',so this time we'll start on a happy not as we are very pleased to announce that,at long last, 231 has returned to Sheffield.On Sunday 6th.Oct.a number of members went across to Oldham to give her a final check up,and returned on Sunday 13th.Oct with Mr.B.Askham,a Sheffield one-man-driver who was to drive the bus for us. She performed very well,and arrived back in Sheffield without any difficulty.On Monday 14th.she was taken to a local garage for check up and M.o.T. test,and,at the time of writing we have heard that she has passed the test and is awaiting collection.An inaugural tour is being planned, and further details will appear next month.

We would like to take this opportunity to thank Brian Askham for his help in driving the bus for us,and to Mr.H.Taylor,General Manager of Oldham Transport who has helped us in many ways to ensure she was in good condition for the move;without this help we would have been subjected to considerably more expense and effort.

S.O.E.S. MODEL TROLLEYBUS SYSTEMS

Back to the 'grumbles' - only one this month as the response to our appeal for help last month has been very poor indeed - less than ½ dozen members have offered to assist in painting these.If it weren't for our model trolleybuses we would have not nearly enough money to pay the large expenses incurred in keeping two buses - and it is only by selling large numbers of models in the future that we will be able to carry out our ambitious plans.It,surely,is unfair to leave all the work to just a few members,and thus please give us a few minutes of your time to help in the 'production line'.Just contact me at 144,Steade Road,and I will send you a sample bus for painting by return.

SALES DEPARTMENT NOTE

The following arrived just too late for last month's

issue,and is thus included below:

New Photos - all STD vehicles

BP19	791 XWJ 791	F/O	East Bank		30/8/68
BP20	1112/5/6 TWE 112/5/6F	F/½O	East Bank		31/8/68
BP21	871 7871WJ	F/N	East Bank		31/8/68
BP22	G56 OWB 866	F/½O	Olive Grove Rd		22/9/68
BP23	195 WWB 195G	F/½O	Nether Edge		24/9/68

Larger Photos any of our usual photos are now available in HALF PLATE size at 3/= each,and FULL PLATE at 4/6d each.

Due to revisions in sales practice please allow up to 2 weeks for delivery ON ALL PHOTOS.

E.Wilson.

SOCIETY MEETING

The first ever (in 4 years!) Society meeting was held on 4th.October 1968.Members present were: D.E.Vickers, K.Billingham,P.D.Fox,P.Hanwell,D.Tummon,J.R.Laming, M.Stuka,P.Beardsley.A number of topics were discussed including future of Sales Dept.,Model Trolleybuses,Possible alternative Site etc. All thought it such a success that further meetings are planned for approx.4 weekly intervals - the next will probably be held on Friday 1st.November.

FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT (E.Wilson,P.Ireland, P.Beardsley,D.E.Vickers,R.Banks)

The new motorway coaches 3001-4 are in service.3001 entered service on rte.40 on 28/9/68,3002 on 2/10/68,3003/4 on 5/10/68.Also in service are the dual entrance/exit PDR2/1's - 192-215 at the time of writing.The Leopards have chrome fleetnames under the front windows on each side.The PDR's have the coat of arms between entrances and Sheffield Transport placed between the exit and engine.(193 - the show model has the new style fleetname and chrome bumper - others are cream,192/4 have offside fleetnames also).Swift 18 is now in service (seen on rte.23 15/10/68) and was NOT at Earls Court.

Chassis numbers : 192-203/5/6 : 801878/2054/5/305/6/7/8/ 631/2/4-6/701/2... 1101-16 : 8000000/1/166-9/82-5/204-6/ 67-9 3001-4 : 803607-10

The new motorway services are to be numbered X31-6 and are as follows (They are to be given a distinctive name, which,at the moment,is supposed to be a secret)

X31 Sheffield - Leeds non-stop (46 minutes)
X32 Sheffield - Barnsley - Leeds (58 minutes)
X33 Bradford - Dewsbury - Barnsley - Sheffield (82 minutes)
X34 Sheffield - Dewsbury - Halifax (73 minutes)
X35 Mexborough - Rotherham - Leeds (65 minutes)
X36 Mexborough - Rotherham - Barnsley - Leeds (77 minutes)

They are based on an average speed of 70 m.p.h. on the motorway - the timetables being drawn up by Yorkshire Traction, who have the largest share in the services. Each service from Sheffield runs every two hours, the Mexborough services running at 1-3 hour intervals. It is notable that even in the height of the peak hour the same timing is allowed - e.g. X31 Sheffield dep. 1720 Leeds arr. 1806. This journey was tested on the first day of the Motorway opening (Friday 18/10/68) and the journey took 26 mins. to reach the motorway from Sheffield, 26 mins. on the motorway, and 27 mins. from the motorway to the centre of Leeds, arriving just about ½ hour late. Single and return fares are available fpr all journeys, and an interesting new feature is that 10-journey tickets are available between the main stages at 8 times the single fare.

Another new motorway service planned is : 573 Sheffield-High Green. Also interesting is that 3001-4 have 'Nottingham' and 'Derby' on the blinds, in addition to 'Excursion' and 'Service No.'

GARAGE CHANGES

891-9 Hr - EB, 1263-5/6 Ld - Hr, 1347-9 EB - Ld, 829-31 Gl - Hr.

REPAINTS (all with blue wheels and no offside fleet names) 110-2/20, 353, 473, 794/9, 904/33/57, 1003 (o/s only), 1377

BLUE WHEELS 190, 764, 838, 914/39, 1011, 1275.

A new advertisement position noted is to the right of the rear saloon windows, but only on rear-engined buses.

O.M.O. CONVERTS 1011, 3076 (the latter is to be called in for repaint).

OBSERVATIONS 1019/27 both on rte. 150/1, 32 on 71, 35 on 17 all 13/9/68, 33 on 41, 271 on 71 both 16/9/68, 3071 on 2, 754 on 81, 36 on 82, 452 on 82, 901/458 on 4 all 17/9/68, 1111 on 150 18/9/68, 1110 on 506, 2179 on 30, 174 on 17, 1284 on 182, 1398 on 95, 3077 on 7 all 19/9/68, 3078 on 63 20/9/68, 1402 on 27 22/9/68, 1018 on 63 23/9/68, 3078 on 24, 3072 on 55, 195 on 97, 369 on 96 all 26/9/68, 1024 on 70 29/9/68, 1010 on 24, 886 on 65 both 30/9/68, 484 on 115, 1398 on 22, 1252 on 82 all 1/10/68, 1025 on 24, 3078 on 43, 23 on 118, 1023 on 195, 6 on 60,

1010 on 26,3001 on 506 all 2/10/68,104 on 32,480 on 20 both 3/10/68,369 on 54,1021 on 24,3075 on 95,196 on 49,447 on 26 834 on 89 all 4/10/68,930 on 13,946 on 14,1103 on 79,3001 on 40 all 5/10/68,360 on 1 6/10/68,6 on 75 7/10/68,1114 on 81,1116 on 33 both 8/10/68,200 on 1 9/10/68,7 on 35,142 on 88 both 10/10/68,194 on 1,203 on 194 both 11/10/68,3001 on 506 17/10/68,209 on 2,3003 on 45,762 on 2 all 19/10/68, 3001 on 26,884 on 151,3004 on 31,192 on 57 all 20/10/68.

WITHDRAWLS (on 29/9/68 to take effect the next day)
388,488/9,727/31,2192.
2182/3,805 from EB on 16th,20th,31st.Oct. resp.
2185/90 from Hr on 19th,20th Oct. resp.
2178/9 from Ld both on 11th Oct.

Behind EB on 12/10/68 were MC62,11/2/26,386-94,724-9/31-3/5,1776/80,2188/92. By 20/10/68 488 & 489 had arrived.

LAST EXPOSED RADIATOR BUS Those still in service are
East Bank : 730,2181,3154,3155
Leadmill : 2180
Herries : 2184,2187,2194,2195,2196,2197,2199.

Off these all are due for withdrawl in November except 730,2194,2195,2196,which are licenced until December.730 - the last 'A' fleet bus is licenced until 2/12/68,so that it appears that Herries Garage will have the last exposed radiator bus to run in Sheffield.

DISPOSALS :
2 :Dovercliffe Commercials,Barnsley 8/68
669:Tiger Coaches,Motherwell 6/68
676/81/6/8/93-5/7,705,MC64 : Askin,Barnsley 6/68
678/89/96,702-4/6 : Pickersgill,Cudworth 6/68
708/10-2/7-9,2169/74/6/7 : Pickersgill,Cudworth 6/68
709 : Steel Breaking and Dismantling,Chesterfield 7/68 -
713-6 : Askin,Barnsley 7/68
1279,2186/91/3/8 : Hartwood Finance,Barnsley 7/68

BUS NUMBERS FOR NEW ORDERS
Nos.have been decided for the next three batches and are:
1968 222-241 1117-34.
1969 541-80. - This number series has been chosen because, if numbered in series the batch of 40 would have overlapped 264-73,which would have had to be renumbered yet again.All further 'A' fleet buses when delivered will be numbered from 581 upwards,and by the time later ones arrive,all numbers up to the middle 800's should be clear.

Given enough support we may organise a short tour of Sheffield in the last exposed radiator bus to operate - further details will appear next month.

BBF book

B.E.T.,T.H.C. and Municipalities - R.Banks,E.Wilson, P.Beardsley.

BRADFORD 90 buses have been ordered for delivery in the next 3 years,The trolleybuses are due to finish in 1962. 1972

DONCASTER 184/5 have recently been repainted. A new service van is VDT 322F which has replaced 756 JDT.It is a BMC 250JU

EAST MIDLAND Recently repainted are L402/6

EAST YORKSHIRE New are:
856/7 NKH 856/7F Daimler CRG6LX 62543/4 Park Royal H68F
Seven Marshall bodied Leopards are on order to be delivered in April 1969

LEEDS New are:
356-85 PNW 356-85G Leyland PDR2/1 801860/1/910-3/45/6/2069/70/85/6/170-4/225/6/2317-9/57/8/424/5/38/9/629/30 Park Royal H78F
The batch comprises 15 vehicles ordered for 1966 delivery and 15 for 1967 delivery.Fifty-five Daimler CRG6 have been ordered of which 40 will have Roe 33' double-deck bodywork and the remainder 36' single-deck bodywork by Park Royal.The latter will be the first of their type to be ordered by any operator.

MEXBOROUGH & SWINTON Withdrawn is KUF 722
Yorkshire Traction 400/3 are on loan whilst YTC have M.& S. 8

SHEFFIELD UNITED TOURS Vehicles delicenced for the winter are 297-302/18-20/7/8/30/2/3/6/78-80/6-91.321 has returned from the Isle of Man but had not been delicenced by 10/10/68.
297-302/33-5 will probably be withdrawn,but this is not yet certain.
The Sheffield Wednesday team coach is 376 again.This is the normal team coach,but was required for an Austrian tour and was replaced by 367 which is also in blue,but this was eventually required for tour.At the time 350 was in the paint shop and was repainted in blue to act as team coach until 376 returned.However before 376 did come back 350 was also needed on tour,but as 376 was due back in a few weeks it was considered not worth repainting another coach in blue,and thus the team used any coach which was available.376 is now back,and is again transporting the team.

BOURNEMOUTH The Roadliners will be 59-61 NRU 59-61G.The 17 PDR's due 7/68 will have Alexander bodies.

SOUTHAMPTON New are:
104/9 OCR 148/53F Leyland PDR1/1 East Lancs H76F

NOTTS AND DERBY Withdrawn are 406/10

SOUTHDOWN New are: /B45F
247-9 KUF 247-9F Bristol RESL6G RESL 1/227-9 Marshall

READING Tees-Side is purchasing 5 of the seven year old F4A's (182-93) for £250 each.

INDEPENDENTS SECTION

ANDREW,Tideswell ARB 224B has been sold to Fullylove, Nuneaton.

GREYHOUND Withdrawn are:
4/68 - DHE 351 5/68 - SFC 565(used for spares),BCN 889, ENL 683,DMO 672,NVX 303,DCX 955,CCN 160,GFW 846/54,SPT 66 (all sold for scrap).
FMO 953,SPT 79 have gone to Arbroath whilst EJV 101 has come to Sheffield.

Recently acquired are:
KRM 254 Leyland PD2/12 511422 Leyland L55R ex.Cumberland 305

XYV 3 Ford TT 570E 570E35067 Plaxton C41F
also 6876 RE (Bedford/Duple) and 8020 MK.

WEST RIDING 148 was burnt out at Selby on 19/8/68.
Only three motorway coaches were ordered and not 6,and are Leyland PSU3A/4R numbered 32-4
Shades of the THC influence have appeared.Additional to the vehicles on order are 5 ECW B53F bodied Bristol RELL(!)

NON P.S.V. OPERATORS

H.Boot,Sheffield Sold for scrap is HSM 643 Bristol K6B
68.002 E.C.W. L55R

Acquired are:
VWB 443F Bedford SB ? Mulliner B36F Ex.Government vehicle -/68
BCK 435 Leyland PD1A 462644 Burlingham L53R Ex.Ribble 2492 -/68

FINNEGAN,Sheffield Recently acquired is:
VWB 376F Bedford SB ? Mulliner B36F Ex.Government vehicle -/68

K.P.NUTS,Rotherham Recently acquired is:
OHY 969 Bristol KSW6B 94050 E.C.W. H60R Ex.Bristol O.C.(C8018) 5/68

LATE NEWS S.T.D.
No.1 - the 22-seat Bedford/Craven 'cabbage wagon' entered service on rte.190 on Thurs 24/10/68.A specail route board is carried as no.1 has no blinds-this is to be its permanent working.

BUSES in the ISLE OF MAN - a brief survey

(By Dave Tummon)

The majority, if not all, stage carriage services are operated by the Isle of Man Road Services and Douglas Corporation Transport. Both operate mixed fleets including fairly rare types, and, in general, older vehicles than one expects on the mainland of Britain. Road Services buses are mainly Leylands - Douglas buses, mainly A.E.C.

It is appropriate to commence with Douglas C.T., since this is the island's capital. The current fleet is:-

1-3	8122-4 MN	AEC Regent V	Met.Cam'Orion'	H37/27F	1963
4-5	679/7 BMN	AEC Regent V	Willowbrook	H37/27F	1965
8-12	WMN 484-8	Guy Otter P6	Mulliner	B26F	1957
30	NMN 201	AEC Regal IV 9821E	Willowbrook	B42F	1951
31	NMN 355	AEC Regal IV 9821E	Park Royal	B38F	1951
32-3	XMN 290/89	AEC Reliance MU2RA	Mulliner	B42F	1958
51-2	FMN 954/5	Daimler CWA6	Duple	UH30/26R	1945
53	GMN 242	Daimler CWA6	Duple(semi-utility)	H30/26R	1946
54/5	GMN 905/6	AEC Regent III'RT'0961	Northern Counties	H30/25R	1947
56-9	HMN 687-90	AEC Regent III 0961/2	Northern Counties	H30/26R	1947
60-3	JMN 724-7	AEC Regent III 9612E	Northern Counties	H30/26R	1948
64/5	KMN 835/6	AEC Regent III 9612E	Northern Counties	H30/26R	1949
66-71	KMN 837-42	AEC Rehent III 9612E	Northern Counties	H30/25R	1949
72-5	VMN 664-7	AEC Regent V D2RA	Met.Cam.'Orion'	H30/26R	1957
6/7	899/900 EMN	Bedford VAS1	Willowbrook	B30F	1966

30 was a demonstrator for AEC, and 31 is ex-City of Oxford. 51-3 are due for withdrawl 1969/70.

The most common buses are the various batches of Regent IIIs with NCME bodies. These work the majority of double-deck routes, although those with front entrance appear to be the first choice for longer routes. The various batches differ slightly in appearance e.g. indicator surround, positioning of side indicators, rear windows, offside platform window etc. The utilities are still in regular service, mainly on rte.1 Derby Castle to Victoria Pier bus station, or on the circular tour rte.25. These are in excellent condition and full utilities retain angled rear domes, and

all have wooden seats upstairs.Nos.1-3 are normal front entrance Regent Vs in every respect,and also operate on most routes,often Oncham rte.2 Nos.4/5 are similar to the above,but newer and with Willowbrook bodies with the characteristic slightly tapered roof-dome and thick front corner pillars on the upper deck.It is interesting to note that these two have yellow radiator surrounds instead of maroon as on all other Regent Vs.Could it be that these have not yet had a repaint and this was the manufacturer's version of the livery? In some ways the most interesting double-deckers are nos.72-5 'Orion'Regent V's.These were original fitted with indicators at the font and side which can only be described as vast.The side indicator actually fills completely the rear-most lower deck window.Two are even more remakable for the fact that these indicators have recently been blanked out by painting to such an extent that they are now the smallest in the fleet,and it is a squash to show the abbreviated information.These two are 73/4,and look even more unusual than the others, especially from the nearside with almost a whole window blanked out.These four buses also have differently shaped upper deck rear windows to the normal 'Orions' and windows on the stairs.The most common,and most famous single-decks are the 'Wolseley's Camels',Guy Otters,so called because of the very large front and rear indicators.These are OMO operated and run on several routes,including Port Soderick via Marine Drive.They also have very large near-side indicators set into the body panels just aft of the entrance. The other small single-deckers are the newest in the fleet, being VAS1s with Willowbrook bodies similar to those used by MacBraynes in Scotland,and are usually to be seen on the Port Soderick via Marine Drive route.These are also OMO operated.Other single-deckers are 30/1 Regal IV's.No.31 is notable since it retains the C.O.M.S. 'V'-shaped moulding on the front.The remaining two buses are Reliances with unusual Mulliner bodies.One has large indicators as on the Otters,and the other has small,normal ones.The fleet livery is basically similar to that of Bournemouth except that the primrose is more yellow,and red a little darker - otherwise it is the same.Although there is supposed to be some "Yellow bus/red bus" coordination especially on Victoria Pier to Oncham,one would not know it from observation alone.Ticket systems are Gibson,as on L.T.E. and insert setright including returns.

The "Red buses" i.e. Isle of Man Road Services, operate all over the island, and were originally a subsiduary of the Isle of Man Railway which ended up subsidising its parent company. The livery is red with cream bands, and the current fleet is as follows:-

3/4/6-8,10/1/5/6	Leyland PD1	Leyland	H30/26R	1946/7
ex.34	Leyland PS1	E.C.W.	B35R	1947
ex.30/43	Bedford OB	Mulliner	B31F	1949
1/2/5/9,63-5,70/1/2/5-83	Leyland PD2/1	Leyland	H30/26R	1949/50
13/4	Leyland PD2/1	Leyland	H30/26R	1950
17-8,48/9,53,83-5	Leyland Olympic HR40	Weymann	B40F	1950/1
62/6	Leyland PD2/1	Leyland	H30/26R	1951
88-91	Leyland Royal Tiger PSU1/13	Leyland	B40F	1952
93-5	Leyland PD2/20	Met.Cam.	H34/28R	1955
19	Leyland Tiger Cub PSUC1/1	Weymann	B40F	1957
20-2	Leyland Tiger Cub PSUC1/1	Weymann	DP40F	1957
31-3	Leyland PD3/3	Met.Cam.	H41/32R	1958
54-6	Leyland Tiger Cub PSUC1/2	Willowbrook	DP41F	1961
59-61	Leyland PD3A/3	Met.Cam.	H41/32R	1964
96-8	Leyland Leopard	Willowbrook	DP41F	1967

on order are 3 Leopard PSU3/4/Duple C41F - had arrived by August(nos.34-6 Commander IV).

30/43 are parcels vans with Road Services. 34 is a rest-room at Douglas.

(also ex Aldershot) 25-8(?) Dennis Falcon Strachan B30F

The PD1 and PD2s with Leyland bodies are the mainstay, although nos.23/4 of the former have gone. PD1's operate mainly from Douglas to Peel and Ramsey to Kirk Michael and Peel, which are flatter routes. PD2's operate on all double-deck services, although PD3s are more usual to Port Erin. The only unusual feature of those with Leyland bodies is the odd 'winking' aspect given to the bus by an offside front opening window only. These buses all have all-in-one blinds and three dream bands on the red livery. Double-deckers 93-5,31-3 are normal Orion bodied buses, except for the odd opening windows. The PD3s are also unusual in that they possess the earlier pattern of radiator. The later PD3As have the newer version. All Orions have only one cream band at upper-deck floor level. While mentioning double-deckers it is interesting to note that the PD1s were Road Services first, and had to be operated as 34(!) seaters until bye-laws had been amended. Single-deckers are all OMO, and this is actually painted on the body front and side, and

driver/conductors use insert stright(!) machines.Whilst on the subject I.M.R.S. also use speed setright and ultimate.Single-deckers are perfectly standard in most respects,although all dual-purpose and coaches are in light grey,with the number indicator painted out.The latest coaches,a very recent innovation as such for I.M.R.S. have slots over the fleetname on which to affix name boards such as "Ribble Holiday Tour" - a unique and sensible idea. Odd men out in the fleet are the ex-Aldershot Dennis Falcons mainly at Ramsey - at least one of which is sill in Aldershot green with names painted out in red and I.M.R.S. names on top of the red.Garages are at Douglas,Laxey,Ramsey, Peel and Port Erin.

The only other operators are coach firms,some of which are still using OBs on coach(!) duties.

I hope this article shows that the buses,as well as the trams on the Isle of Man are of considerable interest,and I would be pleased to hear of any additional information on the buses of the island.

Suggested Bibliography

Buses Illustrated 57/86 Ian Allan
British Bus Fleets no.17 North-western area Ian Allan.

BOOK REVIEWS by.'Monocoach'

"The Crich Tramway Museum" 1967-8 Guide. 8" x 5" 28 photographs,32 pages,including 6 colour Price 2/6d. TMS Publicity Dept.,1,Griffin Road,Erdington,Birmingham.

A large improvement on previous guides by the T.M.S. with several photographs in full colour.Most photographs have not been previously used in society publications,and are to a very high standard.Very short histories are given to 26 cars,and the rest are shown in the stock list,along with town of origin,no.of seats,dates of building and date of arrival at Crich.There are unfortunately no further details given.Some of the histories of various cars could be filled out to advantage,but this guide should be obtained by all who have not a copy of the previous one. Even those who have,should buy this,if only for the excellent,and,to my knowledge,previously unpublished photographs.

"Railways in the Isle of Man" 4¾" x 7" 23 photographs, 32 pages.Price 1/= Isle of Man Tourist Board,Douglas I.o.M.

For the most part this deals with the "unique Victorian

Staem Railway" - seventeen pages in all.The remainder gives a short,but concise,history of the Manx Electric and Snaefell Mountain Railways.Good value at 1/=,even if you have no interest in the steam railway.

NORTHERN TROLLEYBUSES

We're running rather low on trolleybus articles at the moment,and thus this section is somewhat shorter this month.Do send in an article or two about your favourite trolleybus system - of what you remember about the vehicles or wiring,or an unusual incident which occurred on your local trolleybus system - we'll be very pleased to hear from you.

THE LEEDS AND BRADFORD SYSTEMS OPENING

(by H.Brearley)

Many difficulties were placed in the way of this scheme to run trolleybuses in Leeds and Bradford.The Committee to the Board of Trade was afraid that such schemes would get out of hand.The London people concerned were worried of losing the hold of power,and it needed the combined arguments of councils from almost the whole West Riding to convince Parliament of the soundness of the scheme. Arguments were put forward by sound men in favour of the scheme,who,in my opinion,had no thought of running railless over their routes.On Feb.10 1910 the Bradford Telegraph showed a picture of one of the buses(our cover photograph) - it was nothing like the vehicles finally purchased,but it was a start.After much argument the bill was finally passed on April 29th.1910 giving Bradford permission to run railless,and the fun then began.The R.E.T.Company prepared drawings,and the Filovia Co.did the same.It was suggested that Bradford order two buses,one from the RET Co. and one from Dr.Zani of Milan.The RET bus was to cost £711 complete,and the Filovia chassis £650 and body £150, and thus it was decided to cancel the Filovia bus and order two from the RET Co.On Jan 30th.1911 the Bradford Manager saw Dr.Zani and arranged for a bus to be provided for £667 complete,but there is no evidence that the bus was built although I have a drawing of it which proves the order was a serious one.It is possible that Bradford could have (about 1913) been running 3 systems of railless R.E.T., Filovia and Cedes Stoll.

So the RET Co.finally supplied two buses numbered 240 and 241,and the great day arrived Tuesday June 20th.1911. A ceremony took place in two cities and railless electric trolley traction became fact in Great Britain.After the official opening in Bradford by the Lord Mayor,Alderman Jacob Moser(this tookmplace at Laisterdyke on the Junction of Leeds Road and Killinghall Road) the Bradford party went to Leeds by one of the dual-gauge trams.The Leeds ceremony took place in Thirsk Row opened by the Lord Mayor,Alderman William Middlebrook M.P. J.P. He drove the first bus no.503.The opening was in Thirsk Row as the police thought that,if held in the City Square,it would obstruct the traffic flow.After the opening both parties entertained many guests at the Leeds Town Hall where the usual speeches,toasts and congratulations were made to all who were concerned in the enterprise.The opening took place two days before the Coronation of King George V,an event I well remember because it rained and we had to go to school instead of having sports outside.

The Bradford bus,after the initial trip(which no-one seems to have photographed) returned home,to start in public service on the Saturday morning June 24th.1911.The Leeds buses continued to run throughout the day,and were in service to bring the residents of Farnley into the City Centre for the Coronation festivities.Thus the honour goes to Leeds of being the first to start a public service of railless trolley vehicles in Great Britain.

A DESCRIPTION OF THE LEEDS AND BRADFORD SYSTEMS AND ROLLING STOCK 1911

The Schiemann System or Railless Electric Traction Co. as it became known in this country,was adopted by both Corporations.The Leeds route ran from Aire Street,adjoining the City Square to Farnley,the opening ceremony taking place in Thirsk Row(see above).

The Bradford route was from Laisterdyke(at the junction of Leeds Road) to Dudley Hill,at the junction with Wakefield Road.

Leeds : 4 buses with front entrances
Bradford : 2 buses with rear entrances(see full details on next page)

All fitted with solid rubber tyres.The chassis were built by Alldays and Onions,Birmingham,bodies by Hurst Nelson, Motherwell,Scotland.In both cities the system was made to

the design of Mr.E.M.Munroe,Engineer to the RET Co.London. The trolley equipment was to the design of Mr.Munroe,and patented by him,patent no.764,12th.Jan 1909.The Bradford overhead system was like the tramway system overhead,and the Leeds route and overhead system followed much the same pattern,but was longer than the Bradford service being 3¼ miles to Upper Moor Top,Farnley.The estimated cost at Leeds was £1250 per mile,the poles standard Leeds 8" diam. The wire was groved hand-drawn copper and carried on 18' bracket poles with power supply from Crown Point Power Stn.

FULL DESCRIPTION OF BRADFORD'S ROLLING STOCK

Height of roof	10' 8"	Height of Driver's Platform	/3' 6"
Length of Driver's Compartment -	4' 3"		
Length of Body	15' 0"	Overall Length	20' 3"
Width overall	7' 0"	Wheel base	13' 0"
Seating capacity	28		

Brakes - 2 mechanical,one connected to countershaft worked by foot,the other a drum brake on the rear axle,worked by foot or hand lever.

Motors - Two 20 b.h.p. at 525 volts.Speed 1050 r.p.m. built by Siemens.Series wound with shunted fields.Provided with commutating poles.Wool waste oil lubrication.

Control - Hand control of Siemens series parallel magnetic blow out type with arrangments for cutting out wither motor.No rheostatic braking.Main barrel had 9 positions in addition to off,the reversing barrel had 6 positions.

Control positions

1. Motors in series. Full field. Resistance in reduced
2. Motors in series. Full field. Resistance in reduced
3. Motors in series. Full field. Resistance in reduced
4. Motors in series. Full field. Resistance all out
5. Motors in series. Field shunted 50%
6. Motors in parallel. Full field. Resistance all out
7. Motors in parallel. Full field. Resistance all out
8. Motors in parallel. Field shunted 25%
9. Motors in parallel. Field shunted 50%

Reverse Barrel.

Position	Connections	Position	Connections
Forward	No.1.Motor cut out	Backward	Both motors in
Forward	No.2.Motor cut out	Backward	No.2 cut out
Forward	Both motors in	Backward	No.1 cut out

Drive Each motor drove one rear wheel through worm wheel and chain gearing.The former worked through an oil bath. Chains were of roller type and totally enclosed.

The two systems were popular with the ratepayers as proved by the takings.The Leeds system was probably better than the Bradford system as the route did run from town to an outlying district,and would prove popular for shopping purposes alone.But the Bradford system,in my opinion was at the start just an experimental route - granted it was in a heavily populated area,but it was only a feeder for short distance passengers to the Leeds and Wakefield Road trams.The two vehicles 240 and 241 were used,but all known photographs picture 240,and it would appear that 241 was seldom out as I know of no-one who has seen a picture of this,though trying all methods to obtain one over the last 20 years.One of the vehicles was in a collision in 1912,and I would assume it was 241,but have no proof.

I hope this article gives a good picture of the first public service railless vehicles in this country,and in further articles I will continue with developments in other early systems.

TROLLEYBUSES OF THE SOUTH Part 2 : LONDON
(c) THE END by H.Woolford

After the war it was clear that the trolleybus had fallen in favour.The remaining trams were to be replaced by RT buses and not new trolleybuses.Although a total of 127 BUT 9614T trolleybuses were put into service at the Fulwell and Isleworth depots replacing the Diddlers other factors were working against them.There were no signs of new trolleys to replace the pre-war ones,which were now getting old.Therefore it was no surprise when in 1954 the death sentence was passed.On 3rd.March 1959 conversion started,the first routes to go being the 654 (Sutton-Crystal Palace) and the isolated Bexleyheath routes.Then starting at the eastern side the 14 conversions were done in 3-monthly periods working from east to west - this was the opposite way to that in which trolleybuses had been introduced so that the first routes to open would be the last to close.The Board stated that all trolleybus duties would be taken over by Routemasters,with the exception of 7 routes (601,602,603,604,605,657 and 667) which would be operated by the BUT's until they were due for withdrawl. The others faced a far worse fate,for,after being stripped of useful items they were broken up and burnt.

However all but 2 of the BUT's found new homes in Spain, and thus LPTB decided that the Fulwell and Isleworth depots would close after the others. So on 8th May 1962 the last stage came about. Trolleybus no.1 operated a tour over its old route and was then towed back to the museum. The last trolleybus was decorated, and was escorted to the depot by hundreds of enthusiasts with flash cameras - closing what had been the largest trolleybus system in the world.

5 trolleybuses have escaped the scrapyard and are:-

1. British Transport Museum, Clapham*
260 London Trolleybus Preservation Society
796 Paris Transport Museum
1253 British Transport Museum, Clapham*
1348 Transport Museum Society of Ireland.

*Clapham museum is to close, and it is not known as yet what the future of these vehicles will be.

A SURVEY OF BRITAIN'S REMAINING TRAMWAYS
No.3 DOUGLAS HORSE TRAMWAY by D.Tummon

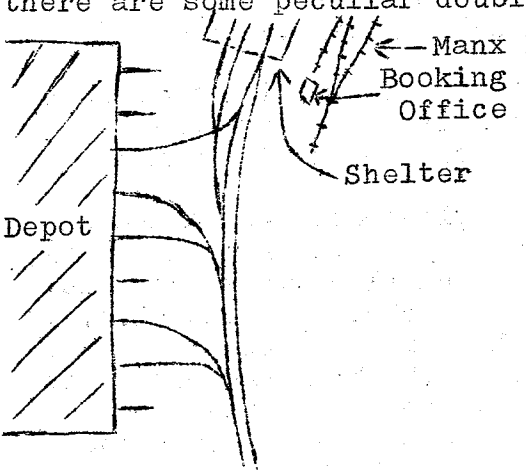
This is, and has been since the demise of the Morecambe horse trams in the twenties, the only remaining horse tramway in Great Britain. It may well be the last in the world, certainly in Europe.

The tramway was originally single-track and opened in 1876 by a Mr.Lightfoot. It was NOT opened, as stated in BBF, 17, to connect the Pier with the Manx Electric, since this was not opened until 1893. It was purchased by the "I.o.M. Tramways and Electric Power Co.Ltd" for £38,000 in shares in 1894 from the "I.o.M.Tramways Co." which had bought it from Mr.Lightfoot in 1884. Mr.Alexander Bruce, the entrepreneur of the "Tramways & Electric Power Co." had also a great interest in Dumbell's Bank. When this institution collapsed in 1902, the assets of the tramways passed into the hands of the Receiver. It was subsequently purchased, along with the cable trams (another Bruce enterprise) by the Corporation, who have owned it ever since. Its future was reviewed in 1948, when it was decided that abandonment would remove one of the island's most important tourist attractions.

The first rolling stock consisted of double-deckers and

open toastracks.These were joined by several ex-South Shields cars (2 of which were cut down to single-deck form),more toastracks and single-deck saloons,the last arriving in 1913.The ultimate trams were 3 Vulcan-built convertible cars (from saloon to covered toastrack) in 1935.Are these the world's newest horse trams?

The route now runs the full length of Douglas Promenade from Derby Castle to Victoria Pier.It is double-track for the full length,in the centre of the road,constituting a great traffic hazard.The Vistoria Pier terminus is extended onto the pier in accordance with an agreement with the Harbour Board,and trams use this terminus at certain steamer times.It might ease the traffic problem were this to become the permanent terminus.Crossovers exist on the Pier(a stub terminus),at the Clock Tower(the Normal Terminus) at the bottom of Church Road nr.Villa Marina(rarely used) and Derby Castle(the other stub terminus).Three other former crossovers,no longer usable,are visible between Villa Marina and Derby Castle nr.Broadway,nr.the Casino and nr.the Hydro Hotel.Tram track is used throughout,and there are some peculiar double-bladed points.



The track arrangments at Derby Castle.
The unconnected depot roads a are reached by two hand propelled traverses,above ground level,which run on broad gauge tram track.

Next month : A full fleet list of Douglas Horse Trams.

A somewhat shorter magazine this month,through shortage of articles - don't forget to send in that story you've been telling everyone for years - our audience throughout the country will be very interested to hear it.

Yours sincerely,

D.E.Vickers R.Banks M.Q.Craig.

In comparison to the Rotherham Crossley shown last month, Sheffield T.D. 577 is seen here at the old Midland Station terminus of the Inner Circle route, on which the Crossleys spent most of their lives.

Glasgow 'Coronation' tram 1148 on the Dalmuir West - Dalmarnock service at Easter 1962 - two months prior to closure of the system.